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Amendment
Attorney Docket No. H01.2B-11499-US01

Amendments To The Specification:

Please replace the current paragraph starting on page 5, line 8, with the following amended paragraph:

Fig. 1 shows a three-phase motor which drives a driving wheel, which is not shown, for an industrial truck. The driving wheel, which is not shown, has associated therewith a first ~~a first~~ braking device 12. The braking device 12 can also be associated with the shaft of the driving motor 10. A travel control, which is not explained in detail, for the battery-powered three-phase motor 10 is housed in the blocks 14, 16 shown in phantom lines. A braking control 18 is accommodated in the further block shown in phantom lines. A brake pedal 20 in the industrial truck, which is not shown, is actuated by the operator. A braking signal generator, which is actuated by the brake pedal 20, is housed in a block 22. The block 22 also houses a monitoring device reference to which will be made later. Individual function signals for the block are inputted via the arrows 24 which, however, is of no significance for the operation of the braking system described.

Please replace the paragraph starting on page 5, line 20 with the following amended paragraph:

A signal which is proportional to a desired braking force is provided to a comparator device 26. This braking force is the one by which the vehicle is to be slowed down in response to the brake pedal position. A signal which is proportional to the maximum braking force is also inputted to the comparator device 26. This is accomplished via the block 28. The desired braking force is applied to a first conversion unit 32 in the travel control via a junction point 30, i.e. in the block 14. The conversion unit 32 calculates a torque for the driving motor 10 from the desired braking force. A second conversion unit 34 calculates an actual braking force from the actual torque of the motor 10.

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The motor torque, which is adjusted via the predetermined braking force, is smaller than that required for the desired braking behavior, in many cases. In a second comparator device 36, the braking signal from generator 22 ~~compares~~ defining the desired braking force is compared to with the actual braking force from the conversion unit 34. The remaining braking force is transformed into a braking current for a first and a second braking regulator 40 and 42 in a further conversion unit 38. The regulators 40, 42 may be PI regulators. A braking force or braking torque is produced in load-carrying wheel brakes 44, 46 in response to the current of the regulators 40, 42. Parameters for the nominal braking force or the nominal braking current which are provided to the further conversion unit 38 are stored in a storage block 48.

Please replace the paragraph starting on page 6, line 10 with the following amended paragraph:

The control apparatus of the first braking device on the driving wheel has a controller 50. It will be driven, for example, when a cable rupture or another fault is found to exist in the braking system. An appropriate monitoring device is housed in the block 22. The output of the controller 50 is designated 52. The regulators 40, 42 have also integrated therein monitoring devices which if an error message is issued provide a signal to the controller 50 for an emergency stop. The controller 50 always generates a hard stop signal for the braking device 12 which signal, however, can come to an effect in a time delay via an appropriate ramp. A hard stop can also be made when other parameters measured cause a hard stop to be opportune. It is also imaginable here to connect the load-carrying wheel brakes 44, 46 for a hard stop. Output 52 further includes a delay, shown at 54. Regulators 40 has sensors 56, 58 and 60 associated with it, which respectively sense the lifting height of an industrial truck, the load on the industrial truck and the travel direction. Similarly, regulators

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42 has sensors 64, 62, and 60 associated with it, which respectively sense the lifting height of an industrial truck, the load on the industrial truck and the travel direction. Finally, brake 12 has a drive wheel 66 associated with it.